OPEN MEETING NOTICE  
TOTAL TRANSPORTATION POLICY COMMITTEE  
Chuck Adams, Kansas Co-Chair  
Carson Ross, Missouri Co-Chair  

There will be a meeting of MARC’s Total Transportation Policy Committee on **Tuesday, March 20, 2018,** at **9:30 a.m. in the Board Room on the second floor** of the Rivergate Center, 600 Broadway, Kansas City, Missouri.

**A G E N D A**

1. Welcome/Introductions  
2. **VOTE: January 16, 2018 Minutes***  
3. **VOTE: 2018 2nd Quarter Amendment to the 2018-22 TIP for Public Review & Comment***  
4. **VOTE: Release 2018 Unified Planning Work Program - Amendment #1 for Public Review & Comment***  
5. **VOTE: Release Transportation Outlook 2040 Amendment #6 for Public Review & Comment***  
6. **VOTE: Proposed TTPC Bylaws Change***  
7. **REPORT: Greater Kansas City Chamber of Commerce Big5 Transportation Initiative**  
8. **REPORT: 2017 Planning Sustainable Places Project Update**  
9. **REPORT: Development of Regional Transportation Plan 2050 (RTP 2050)**  
10. **REPORT: Santa Fe, Oregon, and California National Historic Trails Concept Strategy Plan**  
11. **REPORT: Autonomous and Connected Vehicle Planning Process**  
12. Other Business  
13. Adjournment  

*Action Items*

**Getting to MARC:** Information on transportation options to the MARC offices, including directions, parking, transit, carpooling, and bicycling, can be found online. If driving, visitors and guests should enter the Rivergate Center parking lot from Broadway and park on the upper level of the garage. An entrance directly into the conference area is available from this level.

**Parking:** Free parking is available when visiting MARC. Visitors and guests should park on the upper level of the garage. To enter this level from Broadway, turn west into the Rivergate Center parking lot. Please use any of the available spaces on the upper level at the top of the ramp.

**Special Accommodations:** Please notify MARC at (816) 474-4240 at least 48 hours in advance if you require special accommodations to attend this meeting (i.e., qualified interpreter, large print, reader, hearing assistance). MARC programs are non-discriminatory as stated by Title VI of the Civil Rights Act of 1964. For more information or to obtain a Title VI Complaint Form, call 816-474-4240 or visit our webpage.
Total Transportation Policy Committee
January 16, 2018
Meeting Summary

Members, Alternates Present—Representing
Mayor Carson Ross, Jackson County Municipalities, MO Co-Chair
Commissioner Jim Allen, Johnson County
Mike Brungardt, Johnson County Municipalities
Richard Grenville, PortKC
Darren Hennen, Northland Chamber of Commerce
Tony Hofmann, City of Overland Park
Dick Jarrold, KCATA
Kent Lage, Johnson County
Gary Lathrop, Cass County Municipalities
Mark McHenry, City of Kansas City
Sherri McIntyre, City of Kansas City
Janet McRae, Miami County
Jack Messer, City of Overland Park
Jerry Nolte, Clay County
Josh Powers, Johnson County
Mark Randall, City of Independence
Christopher Redline, MoDOT
Mayor Randy Rhoads, City of Lee’s Summit
Eric Rogers, BikeWalk KC
Fred Sherman, Johnson County Municipalities
Kite Singleton, Regional Transit Alliance
Mayor David Slater, Clay County Municipalities
Griffin Smith, MoDOT
Geoffrey Vohs, Johnson County
Doug Whitacre, Johnson County Municipalities
Beccy Yocham, Johnson County Municipalities

Others Present
Lee Baer, Affinis
Susan Barry, MoDOT
Noel Challis, City of Riverside
Chuck Ferguson, KCATA
Tamara Pitts, MoDOT
Mark Sherfy, BHC Rhodes
Allison Smith, KDOT
Matthew Volz, HDR
Tom Worker-Braddock, Olsson Associates

MARC Staff Present
Ron Achelpohl, Director of Transp. and Environment
Aaron Bartlett, Senior Transportation Planner
Caitlin Campbell, Transportation Intern
Karen Clawson, Senior Transportation Planner
Amanda Graor, Principal Planner/AQ Program Manager
Marc Hansen, Principal Planner
Jim Hubbell, Principal Planner
Laura Machala, Transportation Planner II
Martin Rivarola, Assistant Director of Transportation
Land Use Planning
Andrew Stiehl, Transportation Planner I
Ray Webb, Manager of Traffic Operations
Jermain Whitmore, Program Assistant
1) Welcome/Introductions
Mayor Carson Ross, MO Co-Chair, called the meeting to order and self-introductions followed.

2) Approval of December 19, 2017 Meeting Summary*
There were no changes to the December 19, 2017 meeting summary. Mayor David Slater moved to approve the meeting summary, Janet McRae seconded and the motion carried unanimously.

3) 2018 1st Quarter Amendment to the 2018-22 TIP*
The Transportation Improvement Program (TIP) is the region’s short-range program, identifying projects to receive federal funds and projects of regional significance to be implemented over the next three to five year period. MARC amends the TIP on a quarterly cycle to accommodate changes to projects in the TIP.

The proposed 2018 1st Quarter Amendment to the 2018-22 TIP includes 33 projects:

- 7 new projects to be added, including, but not limited to:
  - #280140 – I-435; Sign Replacement south of K-32
  - #690251 – Slide repair on M-350
  - #990314 – Job Order Contracting for Bridge Repair

- 26 modified projects, including
  - Scope
  - Schedule
  - Budget

Details of these projects are available for review on the Internet at:

http://www.marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/TIP/TIP-Amendment-Archive/Archive-assets/18Q1amend.aspx

MARC’s Public Involvement Plan requires that proposed amendments to the TIP be released for public review and comment prior to adoption. No comments were received.

All of the projects in the proposed 1st quarter amendment are financially constrained.

Kite Singleton moved to approve the 2018 1st Quarter Amendment to the FFY 2018-2022 TIP, Mayor Slater seconded and the motion carried unanimously.

4) 2018 Regional Safety Performance Targets*
The current and previous federal transportation bills, FAST Act and MAP-21, respectively, included a series of requirements for Transportation Performance Management (TPM). Since the passage of MAP-21, USDOT has worked through the federal rulemaking process to establish a series of performance measures and corresponding target setting requirements. Generally, the performance measures relate to national goals of safety, infrastructure condition, air quality, and transportation system performance.

Final USDOT rules related to TPM established 5 performance measures for traffic safety (see attached memo for details). State DOTs were required to establish safety performance targets for all 5 measures by August 31, 2017. MPOs have the option of supporting the statewide targets, or establishing their own regional targets within 180 days of the establishment of state targets. State DOTs will update safety targets annually (by August 31), and with each update MPOs will have the option to (a) support the state targets, or (b) establish regional targets within 180 days.
MARC has elected to establish regional targets, and core reasons include the need to harmonize significantly different statewide targets between Kansas and Missouri, and the fact that trends in the Kansas City region do not consistently align with statewide trends on either side of the state line. To develop the targets, MARC staff considered historical traffic safety trends, regional plans and programs, and emerging issues such as technology. The targets were developed in coordination with State DOT and regional partners, and are consistent with safety targets in the adopted 2018-2022 Regional Safety Blueprint. The attached memo details recommended targets for each safety performance measures.

Through Destination Safe, MARC is working with regional partners to improve traffic safety through the implementation of strategies in the Regional Safety Blueprint. The Blueprint identifies specific strategies related to engineering, enforcement, education, and emergency response. MARC advances these strategies by prioritizing proven safety countermeasures when programming various types of federal transportation funding.

For each of the performance measures defined though the MAP-21/FAST Act rulemaking process, MARC will be required to establish targets, and monitor progress towards achieving those targets. With the establishment of targets, MARC is committing to plan and program in a manner that leads to reasonable progress towards their achievement. The targets established for the Kansas City metropolitan region will ultimately be integrated into the Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP) and regional performance management process.

MARC will report progress towards achieving performance targets in the Annual Performance Measures Report, which will be made available to State DOTs upon request. There is no impact to funding levels or eligibility if MARC does not meet its targets. However, if reasonable progress towards targets is not achieved, it will be necessary to explore and document the reasons why.

The recommended safety targets have been developed with input from the Destination Safe Leadership Team, the Transportation Safety Data Task Team, and the MARC Highway Committee.

It was asked if there is anything that can be done to turn the trends in a positive direction, and Mr. Hubbell replied that there are some areas, such as managing travel demand and implementing proven safety countermeasures. However, there are some things that are uncontrollable.

The question arose if some of the fatalities will turn into serious injury as trends change, and Mr. Hubbell responded that it’s a possibility, and noted serious injuries have been trending down for the past several years. Also, new technologies will help push things in the right direction.

Mr. Hubbell was asked if there is anything that would happen if we don’t meet the targets, and he answered that there are no penalties for missing these targets, however, we would need to document why we may not have met them. These targets can be adjusted at any time.

Sherri McIntyre moved to approve the safety performance targets for the MARC metropolitan planning area, Beccy Yocham seconded and the motion carried unanimously.

5) Kansas City Region Fatality Report - September 30, 2017*
The Kansas City Region Fatality Report ending September 30, 2017 is attached. It tracks 15 Focus Areas identified in the Kansas City Regional Safety Blueprint. The set goal for 2017 is 160 or fewer fatalities is based on the prior Safety Blueprint and will remain effective through the final quarter.
Through September 30th the region recorded 215 fatalities, which is above the year-to-date target of 117. The five-year average for this period is 153. Fatalities are up 41% over the five-year average.

The report examines changes by county and month. We have observed the majority of the increased fatalities in the counties with the higher populations. Fatalities also increased with double digits in the months of March, July, and August.

The report tracks 15 Focus Areas that are grouped into Behavioral, Infrastructure and Special User categories. All Focus Areas with the exception of “Impaired” and “Pedestrians” are trending up.

Human factors contribute to 94% of crashes according to the National Highway Traffic Safety Administration studies. The Destination Safe Coalition continues to focus their efforts to address behavior related safety issues.

There are multiple explanatory variables for why people die in crashes, and we should focus on preventative measures like occupant protection and managing the contributing factors like aggressive driving, distracted driving, and making infrastructure safer, etc. Collaboration between engineering, education enforcement and emergency response all play important roles transportation safety.

One of the regional goals of Transportation Outlook 2040 Update is to “… improve safety and security for all transportation users.”

There was a question if more education and enforcement would help, and Mr. Bartlett affirmed that those would be the most immediate changes that can be made. Overall, the state of Missouri, as well as the nation, is trending the same way. Mr. Achelpohl added that people being on their phones is worth monitoring more, which is difficult to capture in the reports, as the officer has to be confident of it and code it in.

Someone suggested maybe data could be gathered from CDL drivers using technology, and trackers (similar to the ones insurance companies use) in vehicles could be used to help toward education and data gathering.

Mr. Bartlett was asked if a shift in the age of the population could be attributed to some of these numbers, and he responded that we haven’t looked into that in particular, but there tends to be more crashes and a higher frequencies in rural areas.

There was inquiry if MARC has a role in other types of technologies for vehicles besides automated vehicles, and Mr. Achelpohl responded that MARC’s work on automated vehicles was considering many different aspects including infrastructure; insurance, certification and liability; cybersecurity; and not just automating the vehicles themselves.

The question arose if any of these numbers take into consideration weather conditions changing by month, and Mr. Bartlett commented that general weather conditions are included in the crash reports; however, most accidents happen during the daylight when weather conditions are fine.

6) **MoDOT Buckle UP/Phone Down Campaign**

MoDOT has started the Buckle Up/Phone Down campaign as a way to increase safety on Missouri highways. In 2016, MoDOT changed its policies to require all MoDOT employees to buckle up each time they drove a state vehicle and prohibited employees from using a cell phone while driving, even hands-free. MoDOT is taking this initiative to safety partners, businesses, and municipalities to get support for the Buckle Up Phone Down initiative. MoDOT is seeking additional support and look for champions willing to take on this important matter.

MARC is a signatory agency to the campaign.
Missouri 21st Century Transportation System Task Force Recommendations

In 2017, the Missouri Legislature created the 21st Century Missouri Transportation System Task Force to evaluate statewide transportation needs and funding and develop recommendations for consideration by the General assembly in 2018. The 24 member task force was chaired by Representative Kevin Corlew and included representatives of the Governor, state Representatives and Senators, senior staff of state agencies, and private citizens. The task force held meetings across the state between July and December, including a meeting in Kansas City on July 26, 2017.

The task force has completed their work and has provided findings and recommendations in a report available online at: http://www.senate.mo.gov/17web/MTTF/

The task force found that current funding for state transportation systems is inadequate to meet current and future needs and provided recommendations in three parts:
1. Immediate-Impact Investment,
2. Long-term sustainability and diversification of revenue streams, and
3. Legislative actions to improve transportation system, increase efficient project-delivery options, better leverage federal dollars, enhance highway safety, and encourage innovation.

The immediate impact investment recommendations are to increase gasoline and diesel excise taxes for state-system road and bridge projects and to establish a dedicated multimodal revenue stream for aviation, mass transportation, railroads, ports, waterways, waterborne commerce, and transportation of elderly and disabled persons.

MARC’s 2018 state legislative agenda supports consideration of the task force recommendations for increased transportation funding as focus area for Missouri.

Mr. Achelpohl asked the committee if MARC should develop a formal position on the task force’s recommendations. Mayor Carson Ross offered a motion for the committee to recommend to the MARC Board to support the recommendations of the task force for a statewide vote to increase to the gas and diesel taxes by 10 & 12 cents, respectively. Mayor Slater 2nd the motion, and the motion carried.

It was noted that state motor fuels tax increases could not be used for multimodal funding without a change in tin state constitution. Sherri McIntyre offered a second motion to support the task force’s recommendation for immediate-impact investment for multimodal funding. Mayor Slater 2nd the motion, and the motion carried.

Transportation Planning Committees Related Major Work Activities

MARC Planning Committees are currently undertaking a number of major work activities, which relate directly to our Unified Planning Work Program (UPWP) for 2018. At this month’s TTPC meeting, MARC staff presented an overview of each planning committee’s work plan for the current year. Committee’ workplans discussed included:
- Destination Safe Coalition
- Bicycle Pedestrian Advisory Committee (BPAC)
- Aviation Committee
- Goods Movement Committee
- Highway Committee
- Regional Transit Coordination Council (RTCC)
- Mobility Advisory Committee (MAC)

Planning Committees serve a role in the advancement of planning initiatives identified in the UPWP. These committees also provide support to the development of the region’s Metropolitan Transportation Plan (MTP) for the region.
9) Public Transit – Human Services Transportation Coordination Plan
The Public Transit – Human Services Transportation Coordination Plan (Coordinated Plan) defines goals and strategies regarding special transportation services (including but not limited to ADA Paratransit) and programming for older adults and individuals with disabilities.
MARC was directed by FTA in the MPO Certification process (August 2017) to update the Coordinated Plan to align with FTA Circular 9070.1G. This involves assuring that MARC’s Coordinated Plan includes:
(1) An assessment of available services (public, private, and nonprofit);
(2) An assessment of transportation needs for individuals with disabilities and seniors (outreach and data);
(3) Strategies, activities, and/or projects to address the identified gaps; and
(4) Priorities for implementation based on resources (from multiple program sources), time, and feasibility

All 5310 projects for the Kansas City area must be developed according to the Coordinated Plan. The plan is being updated by MARC staff with significant input and feedback from the Mobility Advisory Committee and service populations.

The survey and data analysis portions of the Coordinated Plan update have been completed, in addition to engagement with the Regional Transit Coordinating Council (RTCC) and Mobility Advisory Committee (MAC).

The Coordinated Plan dictates the programming of FTA Section 5310 funding. As such, it is our goal to complete the plan prior to the upcoming anticipated launch of the 5310 call for projects (April of 2017).

The question arose if there are any future plans to include this in the STP funding scoring, and Mr. Achelpohl answered that it won’t affect this year’s call, but may be considered in future funding cycles.

10) Proposed TTPC Bylaws Change
At the 2017 federal certification review of the metropolitan planning process, it was recommended that the Kansas City Streetcar Authority (KCSA) be formally recognized as a provider of public transportation in greater Kansas City. The KCSA has been added to the Memorandum of Understanding for the Kansas City metropolitan planning area but is not currently represented on TTPC.

This report serves as notice of intent to discuss revisions to the TTPC bylaws at the February 20, 2018, meeting to add one (1) voting member and one (1) alternate for KCSA to TTPC for a total of forty-nine (49) voting members as shown in the attached document.

TTPC bylaws require 14 day notice of the existing membership before amendments to the bylaws can be discussed or approved.

The current bylaws are available at: http://www.marc.org/Transportation/Committees/agendas/TTPC/TTPC_Bylaws_updated01282015.aspx

The TTPC bylaws were last revised in 2012 to add Miami County to the Kansas City metropolitan planning area.

11) Other Business
• There was no further business to discuss.

12) Adjournment
With no further business the meeting was adjourned. The next meeting of TTPC will be held February 20, 2018.
ISSUE

VOTE: 2018 2nd Quarter Amendment to the 2018-22 TIP for Public Review & Comment*

BACKGROUND

The Transportation Improvement Program (TIP) is the region’s short-range program, identifying projects to receive federal funds and projects of regional significance to be implemented over the next three to five year period. MARC amends the TIP on a quarterly cycle to accommodate changes to projects in the TIP.

The proposed 2018 2nd Quarter Amendment to the 2018-22 TIP includes 16 projects:

- 7 new projects to be added, including, but not limited to:
  - #280141 – I-35 in Wyandotte County: Allow Bus on Shoulder Operations
  - #634075 – Buckner-Tarsney Bridge Modifications
- 9 modified projects
  - Scope
  - Schedule
  - Budget

Details of these projects are available for review on the Internet at:

http://www.marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/TIP/TIP-Amendment-Archive/Archive-assets/18Q2amend.aspx

POLICY CONSIDERATIONS

MARC’s Public Involvement Plan requires that proposed amendments to the TIP be released for public review and comment prior to adoption.

All of the projects in the proposed 2nd quarter amendment are financially constrained.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

The Missouri STP Priorities Committee approved modifications to #627019 at their meeting on January 9, 2018.

RECOMMENDATION

Approve the release of the 2018 2nd Quarter Amendment to the FFY 2018-2022 TIP for public review and comment.

STAFF CONTACT

Marc Hansen
ISSUE

VOTE: Release 2018 Unified Planning Work Program – Amendment #1 for public review and comment

BACKGROUND

The Unified Planning Work Program (UPWP) 1) describes the transportation planning activities MARC and other agencies will undertake during the year; 2) documents the proposed expenditures of federal, state and local funds in support of applications for various planning grants; and 3) provides a management tool for MARC and the funding agencies in scheduling major transportation planning activities, milestones and products.

The proposed 2018 UPWP Amendment #1 will make the following modifications:

- Revise task 2.7, Regional Household Travel Survey, to reduce 2018 Missouri Consolidated Program Grant (CPG) expenditures by $171,421. This amount of 2019 Missouri CPG will be included for the project when the 2019 MARC UPWP is developed.
- Revise task 2.3, Modeling/Forecasting Activities, to include $30,000 for contractual services related to the implementation of the UrbanSim modeling platform using the 2018 funding released from the first item.
- Revise task 5.2, Transportation Technology Planning and Integration, to increase CPG funding in 2018 for the Regional ITS Architecture Update by $65,778 using the 2018 funding released from the first item.
- Adjust individual task budgets to account for an overall increase in staff expenditures of $86,343.
- Reduce the MARC operating budget by $10,700 and reallocate to the items described above.
- Adjust the MARC consultant budget in Appendix C, Schedule 3 to reflect the consultant contract budget changes in tasks 2.3 and 5.2 described above;
- Add a new task for the Buck O’Neil Bridge Replacement Environmental Assessment
- Add a new task funded through the Missouri Traffic Engineering Assistance Program (TEAP) to the Appendix E – Related Activities
  o E.5 - Lightburne and Mill Street Intersection Study – Liberty, MO

The revisions are detailed at http://marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/UPWP/UPWP-assets/2018_UPWP_Amend1.aspx. These revisions result in changes to MARC’s budget and work activities for 2018 and should be released for public review and comment.

POLICY CONSIDERATIONS

Projects conducted through the UPWP may influence or result in changes to established transportation policies, plans and programs.

BUDGET CONSIDERATIONS

The amendment results in a shift of $171,421 of 2018 Missouri CPG funds from task 2.7 to 2019 and reallocates the 2018 funds to other tasks in the 2018 UPWP.
COMMITTEE ACTION
None.

RECOMMENDATION
Release Amendment #1 to the 2018 UPWP for public review and comment.

STAFF CONTACT
Marc Hansen
ISSUE

VOTE: Release Transportation Outlook 2040 Amendment #6 for Public Review & Comment

BACKGROUND

In June of 2015, the MARC Board of Directors approved an update to Transportation Outlook 2040, the Kansas City region's long-range, Metropolitan Transportation Plan (MTP). It is a blueprint that describes how the region will manage, operate, and invest in its multimodal transportation system over the next 25 years. Transportation Outlook 2040 describes the current and evolving surface transportation needs of the metropolitan area and identifies $33.1 billion in transportation investments ranging from road and transit improvements to projects that enhance bike, pedestrian and freight movement.

Amendments are made to Transportation Outlook 2040 as new projects, funding, or programs arise and MARC's Public Participation Plan requires that proposed amendments to the MTP be released for public review and comment.

MARC is initiating two amendments to the plan and has received two additional project addition request to amend Transportation Outlook 2040. The details of proposed Amendment #6 appear below.

a. Amend project 808: Phase II KC Streetcar Extension – Main Street Extension (Amended project currently listed on unconstrained project listing as “Urban Rail: Phase II)

- **Sponsor:** Kansas City Streetcar Authority, in partnership with Kansas City Area Transportation Authority, City of Kansas City, Mo., and PortKC
- **Description:** Planned southerly Main Street extension of KC streetcar to the vicinity of University of Missouri, Kansas City.
- **Category:** Transit
- **Cost:** $275m
- **Period:** 2021-2030
- **Action:** Add project 808 to the list of financially constrained list of projects.

**Financial Constraint:**
The financial analysis in Transportation Outlook 2040 includes local and federal revenues to support the additional cost. Local revenues would be generated through sales and property tax assessments within a Transportation Development District, revenues generates through PortKC, and funds from Kansas City, Mo. Federal funding includes grants from the Federal Transit Authority or other federal sources. The financial constraint table for streetcar in Appendix E will be amended as follows in the next item.

b. Add project 3020: Phase II KC Streetcar Extension – Riverfront Extension

- **Sponsor:** Kansas City Streetcar Authority, in partnership with Kansas City Area Transportation Authority, City of Kansas City, Mo., and PortKC
- **Description:** Northern planned riverfront extension to the vicinity of the Berkeley Riverfront and I-29/I-35.
- **Category:** Transit
- **Cost:** $40m
- **Period:** 2021-2030
- **Action:** Add project 3020 to the list of financially constrained list of projects.

**Financial Constraint:** The financial analysis in Transportation Outlook 2040 includes local and federal revenues to support the additional cost. Local revenues would be generated through sales and property tax assessments within a Transportation Development District, revenues generates through
PortKC, and funds from Kansas City, Mo. Federal funding includes grants from the Federal Transit Authority or other federal sources. The financial constraint table for streetcar in Appendix E will be amended as follows.

**Figure E-14: Financial constraint of streetcar, 2015–2040**

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<td>$700,000,000</td>
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**c. Addition of the Public Transit – Human Services Transportation Coordination Plan (Coordinated Plan) to the Transportation Outlook 2040 as an appendix.**

The Coordinated Plan, a plan required by the Federal Transit Administration for the purposes of programming FTA Section 5310 funds, defines goals and strategies regarding special transportation services (including but not limited to ADA Paratransit) and programming for older adults and individuals with disabilities. This plan, originally embedded in Public Transit element of Transportation Outlook 2040, has been updated as a stand-alone document.

The Mobility Advisory Committee recommended adoption of the Coordinated Plan on March 6, 2018. The Regional Transit Coordinating Council will recommend its adoption on March 14, 2018. The draft of the Coordinated Plan can be found here (under Documents):

[http://marc.org/Transportation/Committees/Transportation-Committees/Mobility-Advisory-Committee](http://marc.org/Transportation/Committees/Transportation-Committees/Mobility-Advisory-Committee)

**d. Updated Public Transportation element (Chapter 5) of the plan.**

The Public Transit element of Transportation Outlook 2040 (Chapter 5) has been updated to reflect the recently adopted Smart Moves 3.0 Regional Transit and Mobility Plan. Additionally, the chapter has been updated to include more recent data for charts and tables, where possible. The updated draft of the Public Transit element can be found here:

[http://marc.org/Transportation/Committees/pdf/5-0_PublicTransportation_updated.pdf](http://marc.org/Transportation/Committees/pdf/5-0_PublicTransportation_updated.pdf)

**POLICY CONSIDERATIONS**

The Coordinated Plan dictates the programming of FTA Section 5310 funding.

**BUDGET CONSIDERATIONS**

None.

**COMMITTEE ACTION**

Regarding amendment 6c, the Mobility Advisory Committee recommended adoption of the Coordinated Plan on March 6, 2018. The Regional Transit Coordinating Council will recommend its adoption on March 14, 2018.

**RECOMMENDATION**

*Release the Amendment #6 to Transportation Outlook 2040 for public comment and review.*
STAFF CONTACTS
Karen Clawson
Martin Rivarola
Drew Stiehl
Laura Machala
ISSUE

VOTE: Proposed TTPC Bylaws Change*

BACKGROUND

At the 2017 federal certification review of the metropolitan planning process, it was recommended that the Kansas City Streetcar Authority (KCSA) be formally recognized as a provider of public transportation in greater Kansas City. The KCSA has been added to the Memorandum of Understanding for the Kansas City metropolitan planning area but is not currently represented on TTPC.

Staff proposes to add one (1) voting member and one (1) alternate for KCSA to TTPC for a total of forty-nine (49) voting members as shown in the attached document.

POLICY CONSIDERATIONS

TTPC bylaws require 14 day notice of the existing membership before amendments to the bylaws can be discussed or approved. Proposed changes were provided with the January 16, 2018, meeting agenda.

The current bylaws are available at: http://www.marc.org/Transportation/Committees/agendas/TTPC/TTPC_Bylaws_updated01282015.aspx

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

The TTPC bylaws were last revised in 2012 to add Miami County to the Kansas City metropolitan planning area.

RECOMMENDATION

Revise the TTPC bylaws to add one (1) voting member and one (1) alternate for the Kansas City Streetcar Authority to the committee.

STAFF CONTACTS

Ron Achelpohl
Bylaws
The Total Transportation Policy Committee

Article I Name

1. The name of the committee shall be the Total Transportation Policy Committee, a policy committee advisory to the Board of Directors of the Mid-America Regional Council which serves as the Metropolitan Planning Organization (MPO) for the bi-state Kansas City region. The name shall hereinafter be abbreviated as TTPC.

2. Office and Records. The TTPC can use the offices and staff of the Mid-America Regional Council and shall record and maintain records of proceedings of all meetings of the TTPC and of its advisory subcommittees.

3. Sunshine Law. The TTPC and its advisory subcommittees shall comply with Chapter 610 of the Revised Statutes of Missouri, as amended, known as the Sunshine Law as it pertains to open records and open meetings.

Article II TTPC and the MARC Board

The MARC Board of Directors serves as the designated MPO for the bi-state Kansas City Region. TTPC has been established by the MARC Board to provide policy-level input on significant transportation issues, programs and projects. TTPC serves as the primary focal point for MARC’s overall transportation planning program. TTPC formulates and forwards policy, planning and programming recommendations to the MARC Board for consideration. In the event the MARC Board does not concur with a recommendation of TTPC, the recommendation will be returned to TTPC for further deliberation and discussion to respond to concerns of the MARC Board, before returning with a subsequent recommendation.

Article III Purpose

1. The TTPC has been created for the following purpose(s):

   a. To allow local units of government to review regional transportation and transportation-related issues and recommend policies and principles to the MARC Board.

   b. To conduct technical studies necessary to make good regional transportation decisions.

   c. To provide a forum for state and federal representatives to confer with and address local officials and representatives about transportation and transportation-related issues.

   d. To provide a forum for citizens and the business community to confer with and address local officials and representatives about transportation and transportation-related issues.
e. To provide a forum for the regional community to discuss and recommend actions to the MARC Board (MPO) that address the planning and policy actions enumerated in current federal transportation law and regulations.

**Article IV Membership and Voting**

1. The TTPC shall consist of up to forty-nine (49) voting members.

2. The voting members shall be constituted as specified below:

<table>
<thead>
<tr>
<th>Membership</th>
<th>Votes</th>
<th>Represents</th>
<th>Appointed by (see Section 3 for appointment guidelines)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>MISSOURI</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cass County</td>
<td>2</td>
<td>County</td>
<td>County Commission</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Municipal</td>
<td>Respective municipal organization</td>
</tr>
<tr>
<td>Clay County</td>
<td>3</td>
<td>County</td>
<td>County Commission</td>
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<td></td>
<td></td>
<td>County</td>
<td>County Commission</td>
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<td></td>
<td></td>
<td>Municipal</td>
<td>Respective municipal organization</td>
</tr>
<tr>
<td>Platte County</td>
<td>2</td>
<td>County</td>
<td>County Commission</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Municipal</td>
<td>Respective municipal organization</td>
</tr>
<tr>
<td>Jackson County</td>
<td>6</td>
<td>County</td>
<td>County Executive</td>
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<td>County</td>
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<td>Municipal</td>
<td>Respective municipal organization</td>
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<td></td>
<td></td>
<td>Municipal</td>
<td>Respective municipal organization</td>
</tr>
<tr>
<td>Independence</td>
<td>2</td>
<td>Unrestricted</td>
<td>Mayor, city of Independence</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Unrestricted</td>
<td>Mayor, city of Independence</td>
</tr>
<tr>
<td>Kansas City, Missouri</td>
<td>6</td>
<td>Unrestricted</td>
<td>Mayor, city of Kansas City</td>
</tr>
<tr>
<td></td>
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<td>Unrestricted</td>
<td>Mayor, city of Kansas City</td>
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<td>Unrestricted</td>
<td>Mayor, city of Kansas City</td>
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<tr>
<td></td>
<td></td>
<td>Northland</td>
<td>Mayor, City of Kansas City</td>
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<tr>
<td></td>
<td></td>
<td>Northland</td>
<td>Mayor, City of Kansas City</td>
</tr>
<tr>
<td>Lee’s Summit, Missouri</td>
<td>1</td>
<td>Unrestricted</td>
<td>Mayor, City of Lee’s Summit</td>
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</tbody>
</table>
## KANSAS

<table>
<thead>
<tr>
<th>County</th>
<th>Municipal Organization</th>
</tr>
</thead>
<tbody>
<tr>
<td>Johnson County</td>
<td>County Commission&lt;br&gt;Respective municipal organization</td>
</tr>
<tr>
<td>Leavenworth County</td>
<td>County Commission&lt;br&gt;Respective municipal organization</td>
</tr>
<tr>
<td>Miami County</td>
<td>County Commission&lt;br&gt;Respective municipal organization</td>
</tr>
<tr>
<td>Unified Government of Wyandotte County and</td>
<td>Chief Exec. Officer Unified Govt.&lt;br&gt;Respective municipal organization</td>
</tr>
<tr>
<td>Kansas City, KS</td>
<td>Chief Exec. Officer Unified Govt.&lt;br&gt;Respective municipal organization</td>
</tr>
<tr>
<td>Overland Park, Kansas</td>
<td>Mayor, City of Overland Park&lt;br&gt;Mayor, City of Overland Park</td>
</tr>
<tr>
<td>Olathe</td>
<td>Mayor, City of Olathe&lt;br&gt;Mayor, City of Olathe</td>
</tr>
</tbody>
</table>

### AFFILIATED MEMBERSHIP

<table>
<thead>
<tr>
<th>Agency</th>
<th>Role</th>
</tr>
</thead>
<tbody>
<tr>
<td>KDOT</td>
<td>Secretary, Department of Transportation</td>
</tr>
<tr>
<td>MoDOT</td>
<td>Chief Engineer MoDOT</td>
</tr>
<tr>
<td>KCATA</td>
<td>Board of Directors, KCATA</td>
</tr>
<tr>
<td>KCSA</td>
<td>Board of Directors, Kansas City Streetcar Authority</td>
</tr>
</tbody>
</table>

### OTHERS

<table>
<thead>
<tr>
<th>Related Organizations</th>
<th>Perspective</th>
<th>Role</th>
</tr>
</thead>
<tbody>
<tr>
<td>Related Organizations</td>
<td>Up to 4</td>
<td>Co-Chairs of TTPC</td>
</tr>
</tbody>
</table>

### NON-VOTING MEMBERS

<table>
<thead>
<tr>
<th>County</th>
<th>Role</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ray County</td>
<td>County Commission</td>
</tr>
</tbody>
</table>
3. Guidelines for the Appointment of Members are as follows:

A. **County Appointments**

1. No more than one (1) representative can come from a single municipality or from the unincorporated portion of the county (does not apply to staff appointments).

2. Appointments shall be made by each county in consultation with municipalities within the county.

3. Members must either be residents of or employed by the county represented.

4. Members from counties not represented in the metropolitan planning area will become non-voting members.

B. **Large City Appointments**

1. Members will be appointed by the city.

2. In the case of Kansas City, Missouri, two members must represent the citizens of Kansas City, Missouri, north of the Missouri River.

C. **Mid and Small City Appointments**

1. Members will be appointed by agreement of mid and small cities through designated coordinating committee, mayors association or other appropriate city/municipal association.

2. Member must be a resident of or be employed by a jurisdiction within the Metropolitan Planning Boundary.

3. Members cannot be residents of any municipality having individual membership on TTPC.

4. For Johnson County, one member must represent a mid-size city (over 10,000 population but not an individual member) and one member must represent a small city (9,999 population or less).
5. For Jackson County, the mayors of cities which are not individual members will select two representatives who shall not be from the same city.

D. Affiliated Appointment

1. No restrictions apply to this category.

E. Other Organizations

1. Up to four (4) voting membership positions will be made available to other groups and organizations as deemed appropriate by the co-Chairs of TTPC to add business, economic development, social equity, environmental, transportation modal or other perspectives relevant to the current work of TTPC. MARC staff shall solicit organizational nominations and recommend nominees to the co-Chairs of TTPC, who shall appoint nominees to the TTPC for two-year terms.

F. Ex-Officio Appointments

1. No restrictions apply to this category.

4. In accordance with the bylaws of MARC, the voting members and designated alternates of the TTPC representing local jurisdictions and agencies shall be nominated by the respective jurisdictions and organizations and appointed by the Chair of the MARC Board. The designated alternate shall have full voting rights whenever the appointed member is absent from a meeting. In all cases, consideration of minority, disabled, elderly and/or female representation shall be given in the appointment process.

5. Attendance at TTPC meetings by the member is considered a duty of membership. Appointing authorities will be provided an annual attendance report at the beginning of each calendar year and at such times as the appointing authorities are requested to update their appointments to TTPC.

6. Terms of membership shall be for two (2) years and there shall be no limit to the number of terms a member may serve. Prior to expiration of a member's term, the appointing authority shall be requested by MARC to either re-appoint or appoint a new member.

7. Sub-committees of the TTPC may be organized by the co-Chairs of TTPC at any meeting of the TTPC. Said sub-committees shall be formed to investigate and report on issues needing more time than can be given at regular meetings. Membership of the subcommittees shall be appointed by the co-Chairs and may include both members and non-members of TTPC as necessary. Each sub-committee shall exist as long as deemed necessary by the co-Chairs of TTPC.

8. Attendance by non-members at any TTPC meeting is encouraged. If non-members wish to address
the TTPC on a transportation-related non-agenda matter, the non-members will be recognized under “Other Business” on the agenda. Presentations greater than five (5) minutes should generally be considered an important matter and should be placed on a regular agenda of the TTPC to be discussed fully and to allow due reflection and review for the members of TTPC.

**Article V Quorum**

1. A quorum at a regularly scheduled TTPC meeting shall consist of thirteen (13) voting members or their alternates.

2. A quorum at a special TTPC meeting shall consist of at least one half (1/2) of all voting members.

3. A quorum must be present to accept or reject any matter.

4. TTPC operates under a consensus model and strives to reach broad agreement on issues that come before it. However, actions of the committee do require a formal vote. In the event of a tied vote at a TTPC meeting, the co-Chairs of the TTPC may cast the deciding vote. In case the tie shall remain, the proposed action fails. The Co-chairs of TTPC may entertain alternative motions, including motions to return items to staff or to subcommittees for additional evaluation and to formulate revised recommendations.

**Article VI Officers**

The TTPC should be co-chaired by two elected officials, appointed by the MARC Board Chair, one representing Missouri and one representing Kansas. A permanent alternate of either co-Chair does not need to be an elected official and will still serve as co-Chair.

The TTPC will also have a secretary who should be the Director of Transportation who will assure that agendas are prepared, actions are recorded and shall staff the Committee otherwise and will not be a member of TTPC.

**Article VII Meetings**

1. TTPC may hold regular meetings at such time and place as may be determined from time to time by a vote of the committee.

2. The TTPC co-Chairs may call a special meeting of the TTPC should circumstances warrant. Notification to the public of such a special meeting will be in accordance with Sunshine Law provisions.

3. Notice of canceled or special meetings should be sent to all voting, non-voting and mailing list members at least three (3) working days prior to the meeting.
4. Notice and agendas for TTPC meetings should be distributed at least one week prior to the meeting.

**Article VIII Amendments**

These Bylaws may be amended at a special meeting by a two-step process. The first step is a vote of two-thirds of the quorum or two-thirds of TTPC voting members present when more than the quorum is present. The second step is approval by a vote of the MARC Board of Directors. A written copy of a proposed amendment to the Bylaws must be distributed to members with voting rights at least fourteen (14) days prior to any meeting at which the proposed amendment is to be discussed or voted upon.

**Article IX Liability**

None of the members of the TTPC nor any appointed member of an advisory subcommittee to the TTPC shall be personally liable in connection with any undertaking of the TTPC, unless it is expressly unauthorized, according to meeting records, at the time of the act or omission, or unless it is a criminal offense under state or federal law at the time of the act or omission.
ISSUE
REPORT: Greater Kansas City Chamber of Commerce Big5 Transportation Initiative

BACKGROUND
The Greater Kansas City Chamber of Commerce recently announced that “Building KC’s innovative regional transportation solutions” is the KC Chamber’s new Big 5 goal for the region.

The two priorities of the new Big 5 goal are to develop an integrated transit system that results in improved job access, and to become a national leader in multimodal transportation innovation.

As part of the new Big 5, the Chamber has initiated a partnership with Google on a new Urban Mobility Platform. Kansas City is one of a handful of global cities chosen by Google for the pilot project.

Chamber President and CEO Joe Reardon will provide an update on the initiative at the meeting.

POLICY CONSIDERATIONS
None.

BUDGET CONSIDERATIONS
None.

COMMITTEE ACTION
None.

RECOMMENDATION
None. Information only.

STAFF CONTACTS
Ron Achelpohl
BACKGROUND
The Kansas City region’s vision of vibrant, green and connected centers and corridors is central to both the Creating Sustainable Places initiative and Transportation Outlook 2040 (TO2040), the region’s long-range transportation plan.

In 2012, MARC’s Total Transportation Policy Committee (TTPC) and the Creating Sustainable Places (CSP) Coordinating Committee joined forces to launch Planning Sustainable Places (PSP), a combined initiative to provide communities with pre-development resources to advance sustainable projects in their corridors and centers. Projects have been funded in 2013, 2015, and 2017. A fourth call for 2019 projects will open in May. PSP serves as a local government assistance program intended to respond to these goals and facilitate the following objectives:

Program Objectives:
- Support the development and implementation of local activity center plans consistent with CSP principles, identified regional activity centers, and the land use policy direction outlined in TO2040.
- Support localized public engagement and community consensus building.
- Support the identification and conceptualization of land use strategies, transportation projects, and related sustainable development initiatives that help to realize and advance the objectives identified in the CSP initiative, TO2040, and the MARC Board’s adopted policy statement on regional land use.
- Support the conceptualization, development, and implementation of CSP projects.

The Sustainable Places Policy Committee (SPPC) provides oversight to the PSP Program. Three Kansas City Area Transportation Authority projects who received funding in 2017 will provide an overview and the impact that the projects are having.

POLICY CONSIDERATIONS
The PSP Program represents a key implementation mechanism for numerous related adopted plans, including TO2040.

BUDGET CONSIDERATIONS
$1,800,000 in KS/MO Surface Transportation Program funds FY 2017 – Funds awarded to MARC

COMMITTEE ACTION
None.

RECOMMENDATION
None.

STAFF CONTACTS
Martin Rivarola
Beth Dawson
ISSUE
REPORT: Development of Regional Transportation Plan 2050 (RTP 2050)

BACKGROUND
As the Kansas City region’s federally designated metropolitan planning organization, the Mid-America Regional Council (MARC) (MARC) is required to develop and maintain a long-range metropolitan transportation plan for federal transportation investments over a 20-year+ plan horizon. The Metropolitan Transportation Plan (MTP) serves as a blueprint for managing the region’s transportation system. The current MTP, Transportation Outlook 2040 (TO2040), was adopted in June of 2015 and the next MTP will be due by June of 2020.

MARC has initiated the process to develop the next metropolitan (Regional) Transportation Plan 2050 (RTP2050). During the next two years, MARC committees and staff will continue to work with local government planners, elected officials, regional stakeholders and the public to update the plan.

Staff will provide an update to the committee on major objectives, upcoming milestones and completed activities, which include:

- Needs Assessment
- Public Engagement Activities
- Revised Policy Goals & Framework

For more information, please see: www.marc.org/2050

POLICY CONSIDERATIONS
The plan identifies needs and budget federal transportation funds that the metro area expects to receive over the next three decades. Currently, TO2040 contains:

- Vision: a long-term vision for the region’s transportation system.
- Goals and strategies: what we want to achieve by the year 2040 and how we plan to do it.
- Transportation projects: major regional transportation investments to help accomplish goals.

Once adopted, policies/goals and strategies identified in the MTP guide transportation investments in our region in future years.

BUDGET CONSIDERATIONS
None.

COMMITTEE ACTION
None.

RECOMMENDATION
None. Information and discussion only.

STAFF CONTACT
Ron Achelpohl
Martin Rivarola
Draft Regional Vision and Goals

Work on the Regional Transportation Plan (RTP), which will guide transportation investments in the Kansas City metropolitan area over the next 30 years, began with a year-long scenario planning process that examined driving forces likely to impact our future: changing demographics, emerging technologies, economic globalization and climate change.

During that process, we took a fresh look at the regional vision adopted by the MARC Board of Directors in 2009 and proposed an update.

2009 Vision:  
Greater Kansas City is a sustainable region that increases the vitality of our society, economy and environment for current residents and future generations.

Proposed Update:  
Greater Kansas City is a resilient region that strives to build and sustain a globally competitive economy, a healthy natural environment and diverse population, creating opportunities and expanding choices for all current and future residents.

Transportation Outlook 2040, the previous long-range transportation plan, built its policy framework around the “Vibrant, Connected and Green” places goals introduced in 2010 through the Creating Sustainable Places initiative. We propose expanding this concept to address not just places but people, adding goals for an “Empowered, Engaged and Healthy” population. These goals can be integrated not only in transportation planning, but across a broad range of regional plans.

<table>
<thead>
<tr>
<th>EMPOWERED PEOPLE</th>
<th>VIBRANT PLACES</th>
</tr>
</thead>
<tbody>
<tr>
<td>have access to opportunities for education and employment that enable them to be as successful as they can be. Empowered people have choices in housing and mobility in an inclusive community that strives for equity among people of all ages, abilities, races, gender and incomes.</td>
<td>provide easy access to jobs and services; offer choices in housing, recreation, shopping and transportation; and promote access to arts and culture. Vibrant places make efficient use of public and private resources and are attractive to residents and businesses, not just today and tomorrow, but over the long haul.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ENGAGED PEOPLE</th>
<th>CONNECTED PLACES</th>
</tr>
</thead>
<tbody>
<tr>
<td>benefit from strong social networks with friends, family and coworkers. Engaged people enjoy independence and are integral parts of civic life in their neighborhoods and communities, creating and promoting belonging, inclusion and meaningful connection.</td>
<td>are linked by corridors that provide viable transportation choices, accommodating walking, biking and public transportation as well as the automobile. These corridors attract development and help connect residents to jobs and services.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>HEALTHY PEOPLE</th>
<th>GREEN PLACES</th>
</tr>
</thead>
<tbody>
<tr>
<td>have access to opportunities to promote both physical and mental well-being. Healthy people live in clean and safe communities that value and promote healthy eating and active lifestyles and they have access to health care services that focus on both treatment and prevention.</td>
<td>are ecologically resilient places that create real economic, social and environmental value. The conservation, protection and restoration of natural areas and natural resources (air, water, land and energy) enhance environmental health while supporting healthy life styles and healthy residents.</td>
</tr>
</tbody>
</table>

Once finalized, the updated regional vision and goals will be presented to the MARC Board of Directors for adoption and shared with policy committees responsible for regional planning.
RTP 2050 Needs Assessment

The Needs Assessment is an important first step in developing policies and strategies for RTP 2050. It can help clarify issues that the plan must address to help achieve the regional vision and goals. With input from policy committees and the public, the following have been identified as key needs for our future transportation system:

1. **Placemaking/Sustainable Growth & Development**
   People and communities need transportation infrastructure and services that support livable, vibrant, resilient and adaptable places, with amenities that enhance residents’ quality of life, preserve distinctive neighborhood character and support a variety of land uses.

2. **Economic Vitality**
   The region needs a well-maintained, multimodal transportation system that supports the efficient movement of people and goods and promotes economic development.

3. **Access to Opportunity**
   Residents of all races, ages, abilities and income levels need a reliable transportation system that helps them connect to jobs, housing and services, and engages them in transportation decision-making processes.

4. **Transportation Choice**
   Residents need access to more walkable, mixed-use neighborhoods with “complete streets” that accommodate all users and a variety of housing and transportation choices, supported by a centers-and-corridors investment strategy that connects people to activity centers.

5. **Public Health and Safety**
   The region needs transportation infrastructure and services that foster safe travel, reduce fatalities and serious injuries, reduce pollutants that are harmful to health, and encourage active modes of transportation as an important part of healthy living.

6. **Healthy Environment**
   The region needs a transportation system that conserves, enhances and restores green infrastructure, protects air and water quality, reduces energy consumption, promotes climate resilience, and preserves cultural and historic resources.

7. **Data and Technology**
   The region needs to access, manage and exchange timely and reliable transportation data to support effective system performance, good decision-making by travelers and safe and secure communications between vehicles and infrastructure. The region also needs to prepare for the implementation of emerging new transportation technologies.

The following pages provide more detail for these needs, including their relationship to regional goals, current challenges, ways to measure progress, and committees and plans that can provide leadership and guidance for each.
**Need 3: Placemaking**

*People and communities need transportation infrastructure and services that support livable, vibrant, resilient and adaptable places, with amenities that enhance residents’ quality of life, preserve distinctive neighborhood character and support a variety of land uses.*

**Related Policy Framework Goals:**
- Empowered People
- Engaged People
- Connected Places
- Vibrant Places
- Healthy People
- Green Places

**Current challenges for RTP to address**
- Comprehensive plans, zoning regulations and municipal approval processes do not always support mixed uses.
- Redevelopment of underused places has often been more difficult and expensive than greenfield development.
- Current public transportation services do not provide coverage across all communities due to poor walkability, low density and single-use development.

**Potential ways to measure progress**
- Redevelopment in activity centers**
- Population and employment growth
- Walkability index: change in employment within a quarter mile of walkable areas
- Transit service levels between activity centers and on key corridors

**Leadership/guidance:**

**Committees:**
- Sustainable Places Policy Committee
- Total Transportation Policy Committee
- Technical Forecast Committee
- KC Communities for All Ages
- Regional Transit Coordinating Council

**Plans:**
- Regional Plan for Sustainable Development
- Smart Moves 3.0
- Regional Bikeways Plan
- Regional Pedestrian Policy Plan
- Fair Housing Equity Assessment
- Coordinated Public Transit-Human Services Transportation Plan
- Communities for All Ages Toolkit
Need 2: Economic Vitality

The region needs a well-maintained, multimodal transportation system that supports the efficient movement of people and goods and promotes economic development.

Related Policy Framework Goals:
- Empowered People
- Vibrant Places
- Connected Places

Current challenges for RTP to address
- System condition: Half of bridges are in fair or poor condition, and the percent of roads in poor condition is rising on both sides of the state line.
- System performance: Truck travel times are highly unreliable throughout the region.
- Funding: More money is needed to preserve, modernize, enhance all modes.

Potential ways to measure progress
- NHS bridge condition data*
- NHS pavement condition data*
- Federal/state/local/private funding (compared to needs)**
- Truck travel time reliability index*
- Peak travel time index

* Federally required measure  ** Data not currently tracked (not available or lacks tracking mechanism)

Driving Forces: Globalization of the economy and emerging new technologies (including automated vehicles) will have significant impacts on the region’s economic vitality.

Leadership/guidance
- Committees:
  - Total Transportation Policy Committee
  - Goods Movement Committee
  - Sustainable Places Policy Committee

Plans:
- Regional Transportation Plan
Need 3: Access to Opportunity

Residents of all races, ages, abilities and income levels need a reliable transportation system that helps them connect to jobs, housing and services, and engages them in transportation decision-making processes.

Related Policy Framework Goals:
- Empowered People
- Engaged People
- Connected Places

Current challenges for RTP to address

- Job access: Those who rely on transit have fewer job opportunities due to a lack of transit service to growing job centers. Transit commutes take twice as long as driving alone.
- Disadvantaged populations: Service capacity for the transportation-disadvantaged (older adults, people with disabilities, low-income residents) does not meet current needs.
- Equity: Those who are transportation-disadvantaged often have less access to healthy food, health care, educational opportunities and other community services than automobile owners do. Transportation investments should promote fairness.

Potential ways to measure progress

- Percent of jobs accessible via transit within a 60-minute commute time
- Ratio of transportation-disadvantaged populations to vehicles/seats available through transportation providers in Link for Care by census tract**

** Data not currently tracked (not available or lacks tracking mechanism)

Driving Forces: Technology, globalization of the economy and demographic change will have significant impacts on access to opportunity in the region.

Leadership/guidance:

Committees:
- Total Transportation Policy Committee,
- Equity Network,
- Regional Transit Coordinating Committee,
- Sustainable Places Policy Committee

Plans:
- Regional Transportation Plan,
- Smart Moves 3.0 Plan,
- Fair Housing Equity Assessment,
- Coordinated Public Transit-Human Services Transportation Plan
Need 4: Transportation Choice

Residents need access to more walkable, mixed-use neighborhoods with “complete streets” that accommodate all users and a variety of housing and transportation choices, supported by a centers-and-corridors investment strategy that connects people to activity centers.

Current challenges for RTP to address

- Density: Population density is insufficient to support public transit in many parts of the region.
- Development: While many communities are seeing an increase in infill development and redevelopment, continued outward expansion will increase transportation costs.
- Transit ridership: Transit ridership is declining even as service levels are maintained or increased.
- Behavior change: Even where more transportation choices are available, there is not always enough public awareness about available options or motivation to change commuting habits.

Potential ways to measure progress

- Percent of work trips using alternative modes.
- Transit boardings per revenue service hour.
- Change in density at/near mobility hubs and along key centers and corridors.**
- Number of communities earning Community for All Ages recognition status.
- Public awareness surveys.**

** Data not currently tracked (not available or lacks tracking mechanism)

Leadership/guidance:

Committees:
- Total Transportation Policy Committee
- KC Communities for All Ages
- Regional Transit Coordinating Council
- Sustainable Places Policy Committee

Plans:
- Regional Bikeways Plan
- Regional Pedestrian Policy Plan
- Fair Housing Equity Assessment
- Smart Moves 3.0
- Coordinated Public Transit-Human Services Transportation Plan
- Communities for All Ages Toolkit
- Regional Plan for Sustainable Development
Need 5: Public Health and Safety
The region needs transportation infrastructure and services that foster safe travel, reduce fatalities and serious injuries, reduce pollutants that are harmful to health, and encourage active modes of transportation as an important part of healthy living.

Related Policy Framework Goals:

Current challenges for RTP to address
- Fatalities: Traffic fatalities are increasing faster than vehicle miles traveled.
- Data: There is a lack of reliable data for non-motorized transportation.
- Barriers to active transportation: Many bike paths/lanes are impeded by physical barriers or do not connect across jurisdictional boundaries.
- Bicycle facilities: While the region is adding more linear miles of bike lanes, a lower percentage of these facilities are connecting to activity centers.
- Walkability: A significant portion of neighborhoods and communities in the region have low walkability scores.
- Air quality: The transportation system is responsible for a significant share of air pollution in the region.

Potential ways to measure progress
- Traffic fatalities and fatality rate*
- Length of continuous regional bike paths/lanes**
- Percent of bicycle facility mileage serving activity centers
- Number of communities earning Bicycle Friendly and Walk Friendly designation**
- Number of communities with bicycle plans**
- Number of communities with complete streets policies
- Walkability scores**
- Ground-level ozone and particulate matter concentrations

* Federally required measure  ** Data not currently tracked (not available or lacks tracking mechanism)

Leadership/guidance:
Committees:
- Destination Safe Coalition
- Total Transportation Policy Committee
- Active Transportation Programming Committee
- Air Quality Forum
Plans:
- Destination Safe Safety Blueprint
- Regional Transportation Plan
- Regional Bikeways Plan
- Regional Pedestrian Policy Plan
- Clean Air Action Plan

**Need 6: Healthy Environment**

*The region needs a transportation system that conserves, enhances and restores green infrastructure, protects air and water quality, reduces energy consumption, promotes climate resilience, and preserves cultural and historic resources.*

![Related Policy Framework Goals: Engaged People, Vibrant Places, Healthy People, Green Places](image)

**Current challenges for RTP to address**

- **Air quality:** Vehicle miles traveled are increasing, leading to increased emissions that harm air quality. Commuters rely heavily on driving alone, increasing both VMT and harmful emissions.
- **Water quality:** Impervious surfaces increase stormwater runoff, contributing to increased flood risks and water quality impairments.
- **Green infrastructure:** The planning, design and management of transportation facilities often degrade natural resources, leading to impaired air and water quality, fragmented habitat, streambank erosion and greenhouse gas emissions.
- **Energy conservation:** Urbanized areas create heat islands, resulting in increased energy demand, public and environmental health threats.
- **Historic preservation:** Transportation decisions may impact cultural or historic resources.
- **Natural hazards:** Hotter temperatures and extremes in wet and dry weather may increase risks and vulnerabilities associated with public health and safety, mobility and environmental quality.

**Driving Forces:** Extreme weather due to climate change is expected to have significant social, ecological and economic impacts on the region.

**Potential ways to measure progress**

- Percent of native landscaping in road rights-of-way**
- Percent of impervious area attributable to transportation (roads and parking)**
- Percent of canopy coverage in activity centers and corridors
- Number and severity of disaster declarations**
- Vehicle miles traveled per capita
- Ambient concentrations of ozone and particulate matter
- Number of leaking underground storage tanks adjacent to transportation facilities
• Number of electric vehicles in the region
• Weather-related deaths
• Chloride levels in streams adjacent to area roadways
  ** Data not currently tracked (not available or lacks tracking mechanism)

Leadership/guidance:
Committees:
  Air Quality Forum
  • Water Quality Education Committee
  • Total Transportation Policy Committee
  • Metropolitan Emergency Managers Committee
  • Sustainable Places Policy Committee
  • Green Infrastructure Advisory Committee

Plans:
• Clean Air Action Plan
• Green Infrastructure Framework
• Regional Transportation Plan
• Natural Hazard Mitigation Plan
• Regional Climate Resilience Strategy
• Kansas City, Missouri, Climate Protection Plan

Need 7: Data and Technology
The region needs to access, manage and exchange timely and reliable transportation data to support effective system performance, good decision-making by travelers and safe and secure communications between vehicles and infrastructure. The region also needs to prepare for the implementation of emerging new transportation technologies.

Current challenges for RTP to address
• Public transportation: Travelers require timely, accessible information about public transportation services in order to use them effectively.
• Funding: Transportation data has intrinsic value that may be monetized in some cases.
• Industry-wide standards for new technologies are needed.
• Project design does not take potential technology needs into account; in some cases small adjustments could leverage considerable future savings.

Driving Forces: Technological changes will have a significant impact on the region. Industry is producing new vehicles with greater capacity communication and interaction with other vehicles and roadside devices.
Potential ways to measure progress

- Number of data sharing agreements among regional transportation agencies**
- Value of transportation data managed by regional public-sector agencies**
- Regional coverage of key transportation data sets (ex. pavement condition, sidewalks, etc.)**

** Data not currently tracked (not available or lacks tracking mechanism)

Leadership/guidance:

Committees:
- Total Transportation Policy Committee
- Air Quality Forum
- Operation Green Light Steering Committee
- Highway Committee
- Regional Transit Coordinating Council
- KC Scout Board of Directors
- AV Task Force

Plans:
- Regional ITS Architecture
- Operation Green Light strategic plan
- Automated Vehicle Policy Framework
The 2050 Building the Policy Framework project aims to build and sustain a globally competitive economy, a healthy natural environment, and a diverse population, creating opportunities and expanding choices for all current and future residents.

**TO2040 FRAMEWORK**

**VIBRANT**
- Economic Vitality
- Placemaking
- Equity

**CONNECTED**
- Transportation Choices
- Safety & Security
- System Condition
- System Performance

**GREEN**
- Public Health
- Environment
- Climate/Energy

**DRIVING FORCES**
- Shifting demographics
- Globalization of our regional economy
- Rapidly emerging new technologies
- Climate change — more weather extremes

**REGIONAL VISION & GOALS**

Greater Kansas City is a resilient region that strives to build and sustain a globally competitive economy, a healthy natural environment, and a diverse population, creating opportunities and expanding choices for all current and future residents.

**PEOPLE**
- EMPOWERED
- ENGAGED
- HEALTHY

**PLACES**
- VIBRANT
- CONNECTED
- GREEN
**Building the Policy Framework, continued**

### PUBLIC INPUT

#### SURVEY RESULTS

Ranking of 10 goals from TO 2040 from 1 (high) to 10 (low)

<table>
<thead>
<tr>
<th>Goal</th>
<th>Rank</th>
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</thead>
<tbody>
<tr>
<td>Transportation Choices</td>
<td>3.88</td>
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<tr>
<td>Safety &amp; Security</td>
<td>4.21</td>
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<tr>
<td>Economic Vitality</td>
<td>4.85</td>
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<tr>
<td>System Performance</td>
<td>5.07</td>
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<tr>
<td>System Condition</td>
<td>5.71</td>
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<tr>
<td>Public Health</td>
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<td>Equity</td>
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<tr>
<td>Environment</td>
<td>5.86</td>
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<tr>
<td>Climate/Energy</td>
<td>6.01</td>
</tr>
<tr>
<td>Placemaking*</td>
<td>6.96</td>
</tr>
</tbody>
</table>

Other priorities:
- Sustainable growth/development
- Connectivity and cohesiveness
- Access to jobs/opportunities
- Adapting to emerging technologies
- Fiscal sustainability

### NEEDS ASSESSMENT

1. Placemaking
2. Access to Opportunity
3. Economic Vitality
4. Transportation Choices
5. Public Health & Safety
6. Healthy Environment
7. Data & Technology

### PROPOSED RTP2050 POLICY FRAMEWORK

- **ECONOMIC VITALITY**
- **PLACEMAKING/SUSTAINABLE GROWTH & DEVELOPMENT**
- **EQUITY**
- **TRANSPORTATION CHOICES**
- **SAFETY & SECURITY**
- **SYSTEM CONDITION**
- **SYSTEM PERFORMANCE**
- **PUBLIC HEALTH**
- **ENVIRONMENT**
- **CLIMATE/ENERGY**
- **DATA & TECHNOLOGY**

*Comments indicate “placemaking” was not well understood.*
ISSUE

REPORT: Santa Fe, Oregon, and California National Historic Trails Concept Strategy Plan

BACKGROUND:

Over the past 18 months, MARC has worked with the National Park Service, local governments and local trails organizations to prepare a strategy concept plan for retracing the three historic trails through the Kansas City region – Santa Fe, Oregon and California. The purpose of the project is to create a system alignment that once implemented at the local level could be used by the public to explore these historic routes and connect with historic and community assets. The draft plan is in the final stages of review https://marcc-my.sharepoint.com/:b:/g/personal/mnagel_marc_org/Ef9sBkmGyhNMj62ReYeluwkB_Fx2KtJCEOgXTgRNX0JRTw?e=4%3AlpmvT8. The plan incorporates three historic trails through the following communities:

Jackson County: Sugar Creek, Independence, Raytown and Kansas City
Johnson County: Leawood, Overland Park, Olathe, Gardner, Lenexa, Prairie Village, Westwood, and Fairway

Once finalized, the MARC Board will be asked to adopt the plan and incorporate it as part of the Regional MetroGreen Greenway Trails Plan. Local communities will be asked to consider passing a resolution in support of the plan, and to determine how to incorporate the plan’s recommendations into local plans and policy documents.

POLICY CONSIDERATIONS

The Total Transportation Policy Committee and MARC Board will be asked later this spring to recommend amending the MetroGreen plan to incorporate this National Historic Trails Concept Strategy Plan into that regional plan.

COMMITTEE ACTION

Presentations are being made to the Bicycle Pedestrian Advisory Committee, Total Transportation Policy Committee and Sustainable Places Policy Committee prior to MARC Board action being requested.

RECOMMENDATION

None. Information only

STAFF CONTACT

Marlene Nagel/Whitney Morgan
ISSUE

REPORT: Autonomous and Connected Vehicle Planning Process

BACKGROUND

Automated Vehicle (AV) technologies are rapidly advancing and present significant opportunities, as well as challenges, to personal, commercial and public transportation networks. The Mid-America Regional Council (MARC) has initiated a planning process to develop a strategic framework to assist the region in setting goals and advancing strategies to support the successful deployment of new transportation technologies.

MARC staff will provide an update on the strategic framework development process and timeline for finalization of the framework and corresponding whitepaper development.

POLICY CONSIDERATIONS

None.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

None – information only

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